

Lincoln's New CMC Reflects on Mentorship

By MC3 JAMES R. EVANS
Penny Press staff

USS Abraham Lincoln (CVN 72) recently welcomed aboard a new Command Master Chief, CMDCM Eric Schmidt, who relieved CMDCM Michael Anjola June 6, 2007.

A legacy Electronics Technician, Schmidt comes to Lincoln following a tour as Command Master Chief of Patrol Squadron One (VP-1) at Whidbey Island, Wash. A passionate advocate of mentorship, he brings with him a philosophy and leadership style that hinges on Sailors teaching Sailors and passing on not just the skill sets needed for their job, but the attitude and determination that drives them to succeed.

"We have to have mentoring in the Naval service. If we were a civilian organization we could just put an ad on "Monster" and hire someone with the necessary experience," Schmidt said. "In the Navy, if we need a confident, capable first or second class petty officer, we have to build one."

Schmidt's enthusiasm for mentoring stems from his own experiences in the fleet in a variety of billets, including Navy Submarine Support Facility in Groton, Connecticut, the guided missile cruiser USS Josephus Daniels (CG 27), the mine countermeasures ship USS Chief (MCM 14) and the frigate USS Ford (FFG 54). At nearly every command he cites one person in particular, either a leader or a mentor, who pushed him to go farther and do more than he previously thought possible.

"I'd been in for seven years before I went to my first ship, the Daniels, and I didn't know what I'd been missing, it was just



Photo By MC3 James R. Evans

CMDCM Eric Schmidt relieved CMDCM Michael Anjola as Command Master Chief of USS Abraham Lincoln (CVN 72) June 6, 2007.

a fabulous command and a big part of that was the leadership I had there," Schmidt said. "I had a wonderful division officer who, when things got tough, inspired us to do more—and I think that's so important for a leader you look up to; that they inspire rather than intimidate."

After USS Daniels, Schmidt served two more sea tours, aboard USS Chief and USS Ford. Smaller ships, said Schmidt, challenge young petty officers to branch out and take on responsibilities

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Lincoln Completes Final Fast Cruise, Begins Sea Trials

By MCSN BRANDON WILSON
Penny Press Staff

USS Abraham Lincoln (CVN 72) spent the final days of its nine-month stay in Naval Base Kitsap Bremerton completing its official "fast cruise" Saturday, June 23, through Monday, June 25, in preparation for the ship's long-awaited departure back to sea.

The fast cruise was Lincoln's last

training simulation before getting underway Tuesday. According to Lt. John Brady, assistant strike operations officer, the intent was to minimize the effect of shipyard work on board, and have the full focus of Lincoln's crew.

"Fast cruising certainly helps the commanding officer identify any weaknesses within the watch teams, within the administrative paperwork and timing of watch stations being

manned," Brady said. "It lets people know what to do and where to go prior to actually getting underway."

Eight weeks of overnight, simulated-underway periods prior to the fast cruise included scenarios to make best use of the crew's time for training while the ship was still undergoing maintenance.

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that are outside their job specialty or that are normally the domain of individuals with a higher pay grade.

"My experience in mine warfare really set me up for success because even though it's a small ship, they have the same command programs as a large one, they're just managed by lower-ranking people," Schmidt said. "It also allowed me to do a lot of things, like qualifying as a Combat Information Center Watch Officer, that ET's don't normally do."

It was on another small ship, USS Ford, that Schmidt says he really found out what mentorship is all about.

"There was a chief there who, when I walked in and saw how he did business and how experienced he was, I said to myself 'that's what I want to be,' and after a couple weeks, I took him aside and asked him to show me the ropes," Schmidt said.

"What I learned from him is that mentoring isn't about rating skills, it's about developing leadership, work ethic and

professional goals by building on the lessons your mentor has already learned," Schmidt said. Although Sailors without mentors can be successful, it's often a more painful process, what Schmidt refers to as the "bumble, stumble" approach to learning.

"I don't have to fly into a mountain to know it's bad, other people have already made that mistake and found out the hard way," Schmidt said. He added that Sailors young and old should seek out more experienced people, whose mistakes and experiences they can learn from.

In fact, it was during his time as a new senior chief petty officer at Patrol & Reconnaissance Wing 10 that Schmidt said he met the most influential mentor of his career, Command Master Chief Dorothy M. Mahieu.

"It took me all of two minutes to recognize that she was the most talented master chief I'd ever met, so I made it known to her that I hoped to be a CMC some day and that I wanted her to show me the way." Schmidt says that the guidance he received from Mahieu was invaluable and that to

him, she serves as a shining example of what mentoring is all about.

"From the time I made it known that I wanted to be a CMC, she went out of her way to include me in everything; if she had a decision to make, she'd call and ask me what I thought. If there was a meeting she had to be at, I went too," Schmidt said. "I would not be CMC of Lincoln today without her guidance."

One important point that Schmidt emphasized throughout was that mentorship isn't just a program that can be assigned and logged on a spreadsheet. It has to be a culture, a fostered environment in which both the mentor and protégé recognize how much they have to gain by learning from one another.

"Can you imagine the pride that you feel after you've poured your heart and soul into developing someone personally and professionally, and to be standing next to them when they succeed at something?" Schmidt asked. "It's not just the protégé that's getting something out of this, you're leaving a legacy in all the people that you helped along the way."

FAST CRUISE

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"All the things we've been drilling on are very perishable skills," said Lt. Cmdr. Matthew Byrne, training officer. "Not just in the grand scheme of us being in the shipyards and not at sea for nine months, but even on a week-to-week basis. There are lots of opportunities for people to get complacent."

The simulations have also proved useful by giving some Sailors a chance to gain more hands-on experience with shipboard procedures and equipment used while underway.

"Because of the fact that we've been in the shipyards for so long, we probably have about a third of the crew that's

never been out to sea on this ship before," Byrne said. "Everybody's been to fire-fighting school, they've got the book-knowledge. Now it's time to put that book-knowledge to practice."

Lincoln's stay in Naval Base Kitsap not only prepared the ship for sea, but also prepared its crew for sea with several general quarters, man overboard, abandon ship, propulsion plant casualty drills, and fire drills. Whether in port or at sea, the crew is constantly testing themselves to identify their strengths and what improvements can be made.

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Local Stories

Lincoln Concludes Nine-Month Dry-dock Availability

By MC1 JEANNETTE BOWLES
Penny Press Staff

Over the course of the last nine months, USS Abraham Lincoln (CVN 72) underwent several alterations, upgrades, and installments, culminating in thousands of man hours and millions of dollars during its Dry-dock Planned Incremental Availability (DPIA) at Puget Sound Naval Shipyard, Bremerton, Wash. As Lincoln headed back to sea, the DPIA came to a close on a high note Tuesday, June 26.

"From a ship's force work package perspective, the DPIA was a resounding success and greatly exceeded all expectations," said Lt. Cmdr. Jim Pyle, Lincoln's maintenance manager.

Over the last nine months, the \$260 million overhaul and improvements of Lincoln was the combined effort of Lincoln's Sailors and several outside contractors, including Puget Sound Naval Shipyard and Todd Pacific Shipyard who were the primary contractors on the job.

"There were also probably 100 different organizations from different companies that came out to do alterations and improvements," Pyle said.

Pyle said some of the bigger projects that were undertaken included laying down non-skid on the flight deck, a service change to catapults (CATs) 2 and 3, installation of the Rolling Airframe Missile (RAM) system, the propulsion plants, underwater hull paint touch up, and a capacity upgrade of the ship's aircraft elevators.

"The biggest part of the package was preserving the feed and potable water tanks," Pyle said. "That's the reason that we went into drydock. Otherwise, we wouldn't have gone into drydock."

Aside from the nuclear production work, Pyle said the work to CATs 2 and 3 took the longest to complete.

"We installed 'non-interlocking' trough covers on CATs 2 and 3," Pyle said. "This allows maintenance on the catapults to be done at a specific location without having to lift all the trough covers."

Pyle said at the height of the maintenance period, there were around 2,000 people from off the ship working on board. Throughout the DPIA, just over 369,000 man days were invested in getting Lincoln back to full sea-strength



Photo By MC3 James Evans

USS Abraham Lincoln (CVN 72) enters Dry Dock #6 Sept. 8, 2006 to begin its Dry-Dock Planned Incremental Availability for scheduled maintenance. Lincoln concluded the DPIA period Tuesday, June 26.

capability.

Todd Pacific Shipyard and its sub-contractors invested 36,549 man days, Puget Sound Naval Shipyard worked 246,762 man days, the Alteration Installation teams provided 25,000 man days, and the "Ship's Force" comprised of Lincoln Sailors, worked 61,000 man days to get Lincoln back on track.

Pyle said the Ship's Force had and met an expectation during the DPIA that helped Lincoln and the outside contractors reach their goal.

"The ship has a responsibility from the Type Commander, an expectation to accomplish 2.8 man hours of work per E-5 and below a day for every production day of the availability," Pyle said. "That work was split up between departmental maintenance and team production effort."

Pyle said the ship planned what work needed to be done and then chose the teams they needed to complete the work.

"We worked with the command master chief to come up with over 500 people who were sent TAD (temporary assigned duty) to teams to accomplish all the work," Pyle said.

According to Pyle, there were 12 teams of Sailors throughout DPIA who worked on Lincoln. Some of the teams included the habitability team which modified 10 berthings and 800 racks, the deck team which tiled 311 decks, the door team which completed 317 door jobs, the paint team who painted 408 spaces,

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June 28, 1814 -USS Wasp captures HMS Reindeer.

June 29, 1925 -Ships and men from the 11th and 12th naval districts assist in relief after earthquakes in Santa Barbara, CA.

June 29, 1950 -USS Juneau fires first naval shore bombardment of Korean Conflict

Lincoln Pride



Lincoln Pride



MC3 James R. Evans



MC2 Jordan Beesley

Bye-Bye Bremerton...



MC3 (AW/SW) Patrick Bonafede



MC2 Jordan Beesley



MCSN Brandon Wilson

Arts & Entertainment

“Evan Almighty” Doesn’t Live Up to Bruce

By MCSN JOSEPH SCARBERRY
Penny Press Movie Correspondent

Newly elected Congressman Evan Baxter (Steve Carell) leaves his job working as an anchorman and moves his wife and three sons to suburban Virginia in order to start a new life. “Change the world,” as his campaign slogan reads, is taken quite literally when he comes face to face with God (Morgan Freeman) who tasks him with building an ark.

Struggling with attempts to stay “normal,” Evan is faced with an array of problems, ranging from stalker animals, appearances of an extreme midlife crisis and a plethora of hecklers throughout the events.

As a sequel to “Bruce Almighty” it was entirely too much of a let down to bear. For starters, “Bruce Almighty” was rated PG-13. It wasn’t quite as focused as “Evan Almighty” either. Ignoring this fact, the PG family-friendly comedy of Evan Almighty still had a few jokes worth laughing at, and some rather impressive CGI work toward the end of the film.

The story of Evan Baxter follows a similar path to the story in the Bible with Noah. Evan, like Noah, was told to build an ark and to bring with him his wife and three sons. A few differences are spattered throughout the film, but the relevance is close enough.

Appearances are made by quite a few famous actors and actresses, including John Goodman as Congressman Long and Wanda Sykes as Evan’s secretary. Jonah Hill from “Knocked Up” and Molly Shannon from “Saturday Night Live” also played two small roles.

Some of the filming techniques used in the film are poorly put together and don’t fit well in the film. For instance, when multiple groups of animals are together, it’s obvious that they weren’t all shot in the same room at the same time due to the lighting differences. A fussy movie viewer such as myself noticed this easily and it bothered me.

With a preference for mature, adult-oriented comedies over more family-oriented ones, I was rather disappointed in “Evan Almighty.” It just didn’t deliver the kind of comedy that Bruce did.

Overall, the film wasn’t bad, but it wasn’t nearly as funny as the first.



A lowly two Scarberrys; it just isn't as almighty as expected.

Want to Garnish, The Elusive Franchise Menu

By CS3 RYAN P. ANDERSON
Penny Press Cooking Correspondent

My wife and I went to a wedding and at the reception there were animals and shapes cut out of watermelon, oranges, and other fruit. They had really intricate designs and we thought it was pretty cool. I was wondering how I could learn to do that. Any tips? Garnish guru.

If you want to learn how to make garnishes, try to start with the very simple ones: making flowers out of celery stalks, potatoes, tomatoes, etc. Then, as you get better, try working on the animals. A good source to use for the more simple designs would be “*The ABC of fruit and vegetable carving*” by Xiang Wang. As you grow more comfortable with the designs and carving, a more advanced book to read would be “*The Ancient Thai Art of Vegetable Carving*” by Sumitra Narain. If you are just looking to add a little life to your food, try “*Gourmet Garnishes: Creative ways to dress up your food*” by Mickey Baskett.

“What happened to the new ‘franchise menu?’”

I did not have all of the information to answer this question,

so I went to talk to CSCM Monzon, S-2s LCPO, and he told me something I did not quite expect. He said the “franchise menu” people were getting used to (you know the one with four different types of chicken, pasta, and salads) was just a test phase for the air wing. The franchise menu actually has three different phases: in port, at sea without air wing, and at sea with air wing. In port, meals have the two lines open and a salad and fruit bar. At sea without air wing is basically the same menu with a few minor changes, which is what we have been enjoying as of late. When at sea with air wing, both galleys will be open with the aft galley manned for a regular meal and the forward manned to provide a quick and easy alternative to standing in lines (speed line). Just remember if you like what you see be sure to let us know; you can find comment cards and boxes on the mess decks.

ASK A COOK!

Do you have questions regarding the culinary arts (dessert tips, easy to make garnishes, meal ideas for that special occasion)? Send them to CS3 Anderson at anderson.ryan@cvn72.navy.mil and he will pick two or three questions each week to answer in his column.



Recreational Reader

DPIA

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the vent team which cleaned 102 vent ducts around the ship, the re-habitability team which fixed 79 miscellaneous berthing/head discrepancies and the fire watch team which provided 175 Sailors for fire watches for Naval Shipyard work.

On their watch, each member of the fire watch team ensured the safety of the job, the shipyard worker and the space that was being worked in. It was their job to stand by during welding projects and put out any fires that may have been caused by sparks from the welding.

"It was an incredible effort," Pyle said. "The goal would have been 45,000 man days of work. The ship completed 61,000 man days of work. So we exceeded the mark."

With over 369,000 man days and a \$260 million cost, which included \$11 million for transportation costs to and from homeport in Everett, Wash.,

Lincoln's DPIA has come to a close.

The maintenance and alteration work package for the availability was significantly larger and more complex than prior six-month aircraft carrier availabilities. This availability included extensive tank preservation, catapult repairs, and upgrades to the navigation equipment and to the ship's defense systems, which led to an extended maintenance period.

Pyle said he attributed the successful DPIA to those who worked on Lincoln.

"The ship had to manage and coordinate all of the activities to complete the amount of work that it did," Pyle said. "It's a tribute to the zone managers and the Sailors and their respective teams and work centers and their ability to work



Photo By MC3 James Evans

Chief Fire Controlman (SW/AW) Michael Betz stands in front of USS Abraham Lincoln's (CVN 72) new port side Rolling Airframe Missile mount Dec. 4, 2006. Lincoln was equipped with the RIM-116 RAM system as a part of its Dry-dock Planned Incremental Availability.

with and around all the other work going on, that we're able to accomplish all the work we had planned."

The next availability is scheduled to take place in May 2009.

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Finishing Touches



Shipmates

The strength of a warship lies in the hearts and hands of its crew.



Photo by MC3 James Evans

USS Abraham Lincoln's (CVN 72) IC3(SW/AW) Robin E. Senger received a plaque from Cmdr. Scott Colton, Lincoln's combat systems officer. Senger was named Abraham Lincoln Carrier Strike Group Junior Sailor of the Quarter for January through March 2007.

Editor's Top 10

Top 10 things we forgot we loved about being at sea

10. No more pesky family and friends to interrupt your work schedule

9. Watching the new people find their "sea legs"

8. The soothing hum of nuclear power to put you to sleep every night

7. Trying to decide if your trash is paper, plastic, metal or "other"

6. Viciously defending your toilet paper stash

5. Getting to know all your shipmates who also chose this particular moment to wait in line for the same thing you're waiting for

4. Free whale watching

3. Trying to continue sleeping while the watch sets a new record for piping reveille over the 1MC

2. Your commute to work has effectively decreased by at least a thousand percent

1. An uninterrupted 360-degree view of nothing

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